NASA-CR-197809



CONTINUATION OF SPACE SHUTTLE PROBABILISTIC RISK ASSESSMENT, PHASE 3 SAIC DOCUMENT NO. SAICNY95-02-25

PROBABILISTIC RISK ASSESSMENT

0049087

VOLUME II : INTEGRATED LOSS OF VEHICLE MODEL

REPARED

SPACE ADMINISTRATION US NATIONAL AERON ITICS AN HEADQUARTERS @

CE OF SP SHINGTON

FLIGHT (CODE M)

L CORPORATION

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PRINCIPAL INVESTIGATOR: JOSEPH R. FRAGOLA

CHIEF RISK ANALYST: GASPARE MAGGIO

\* SAFETY FACTOR ASSOCIATES, INC. ENCINITAS, CA

+Empresarios Agrupados, MADRID, SPAIN

> ORIGINAL PAGE IS OF POOR QUALITY

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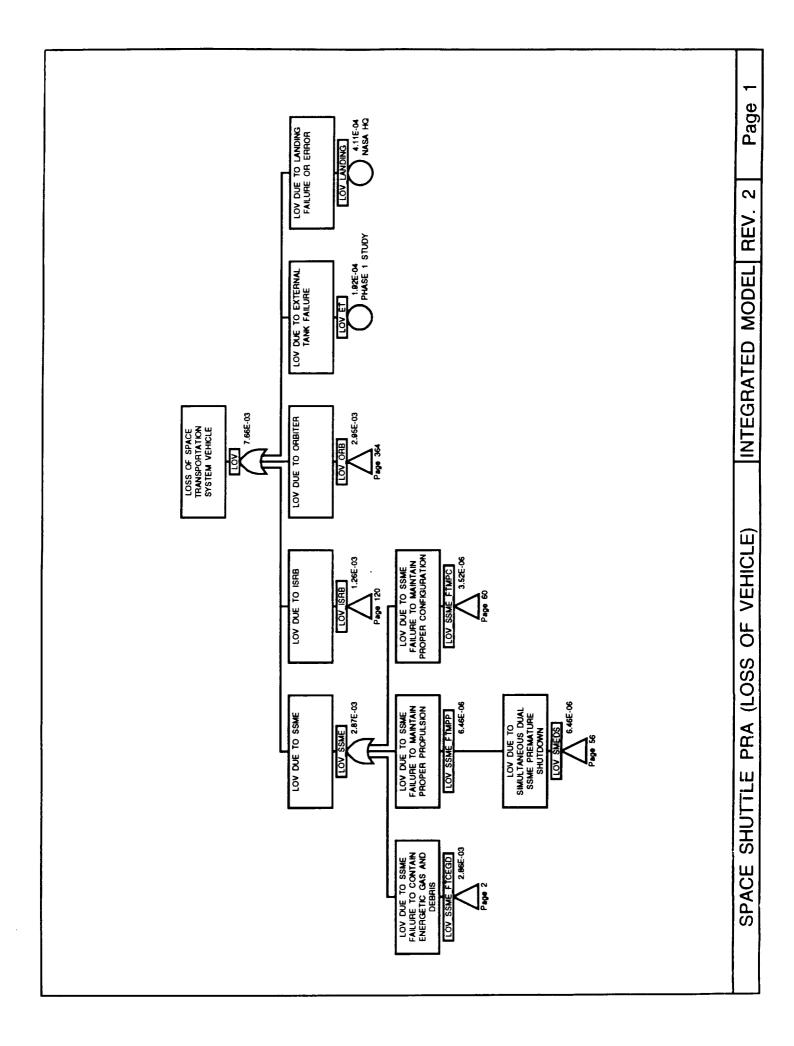
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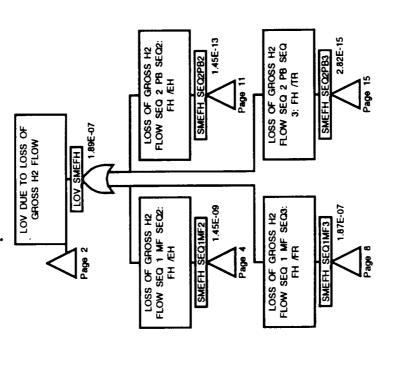
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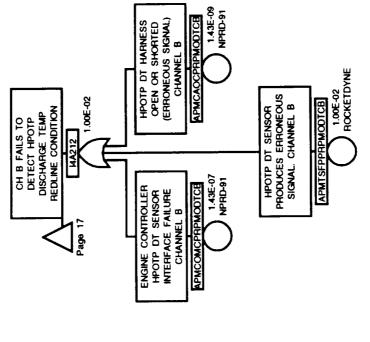
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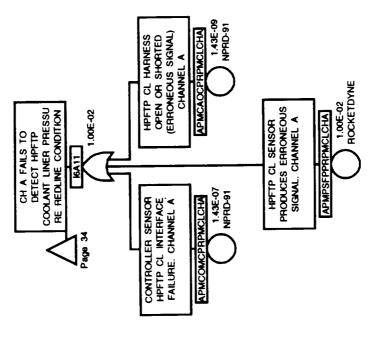
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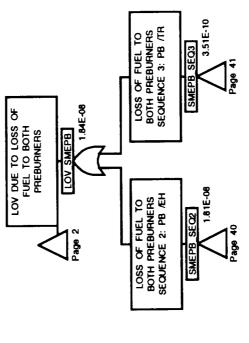
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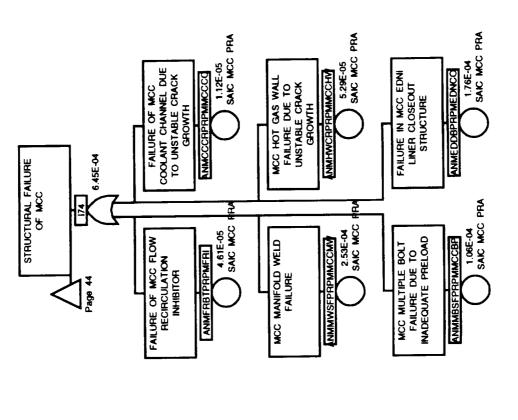


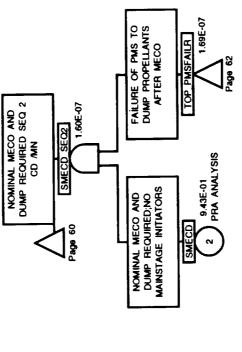


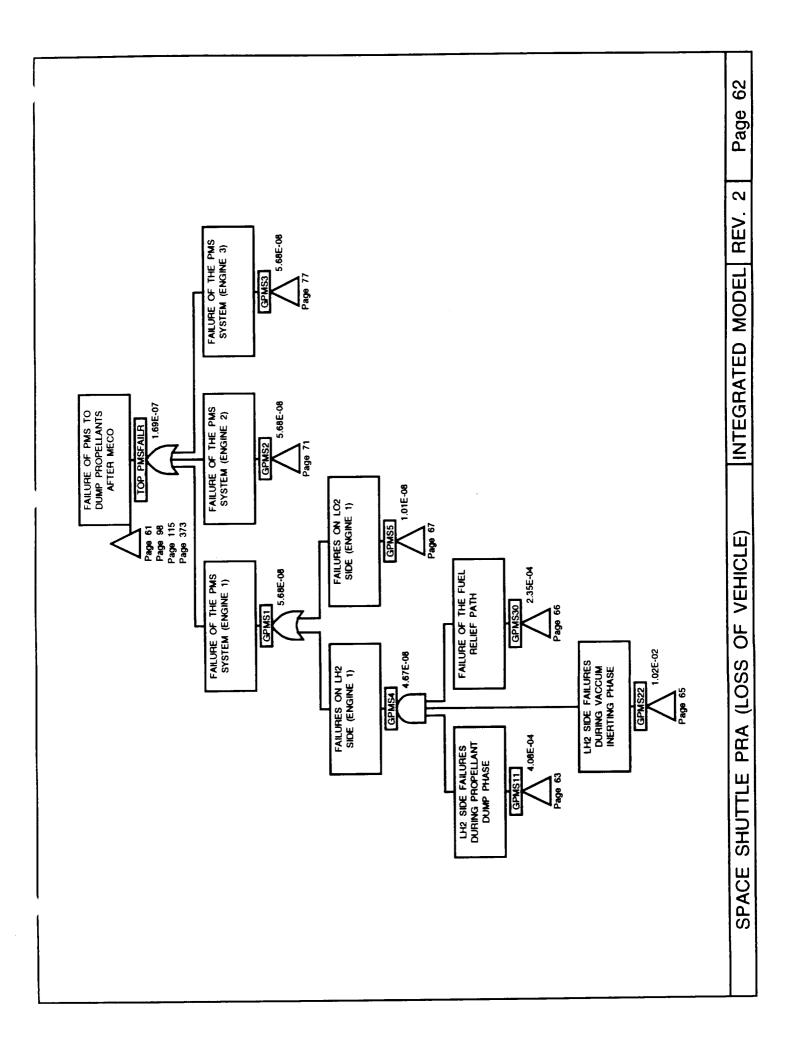
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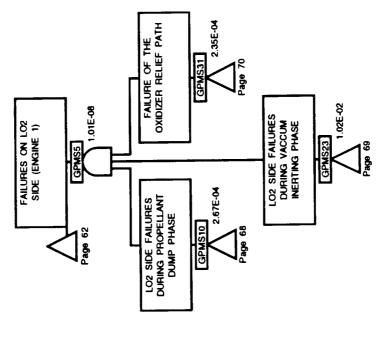
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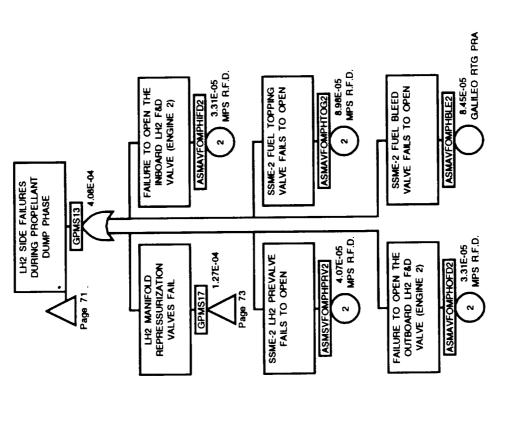
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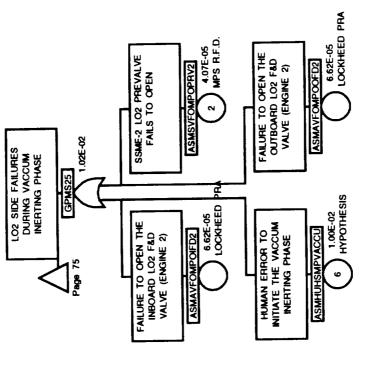


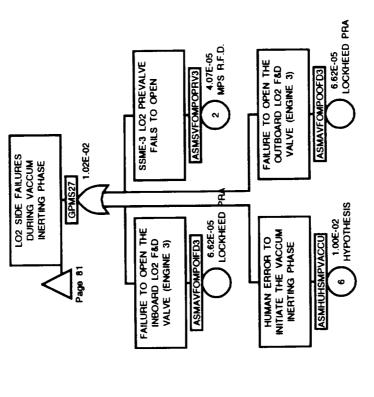


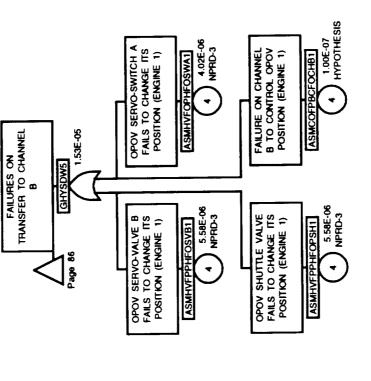


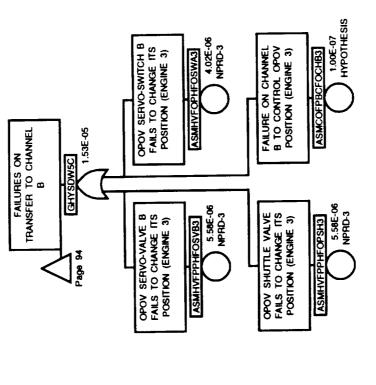


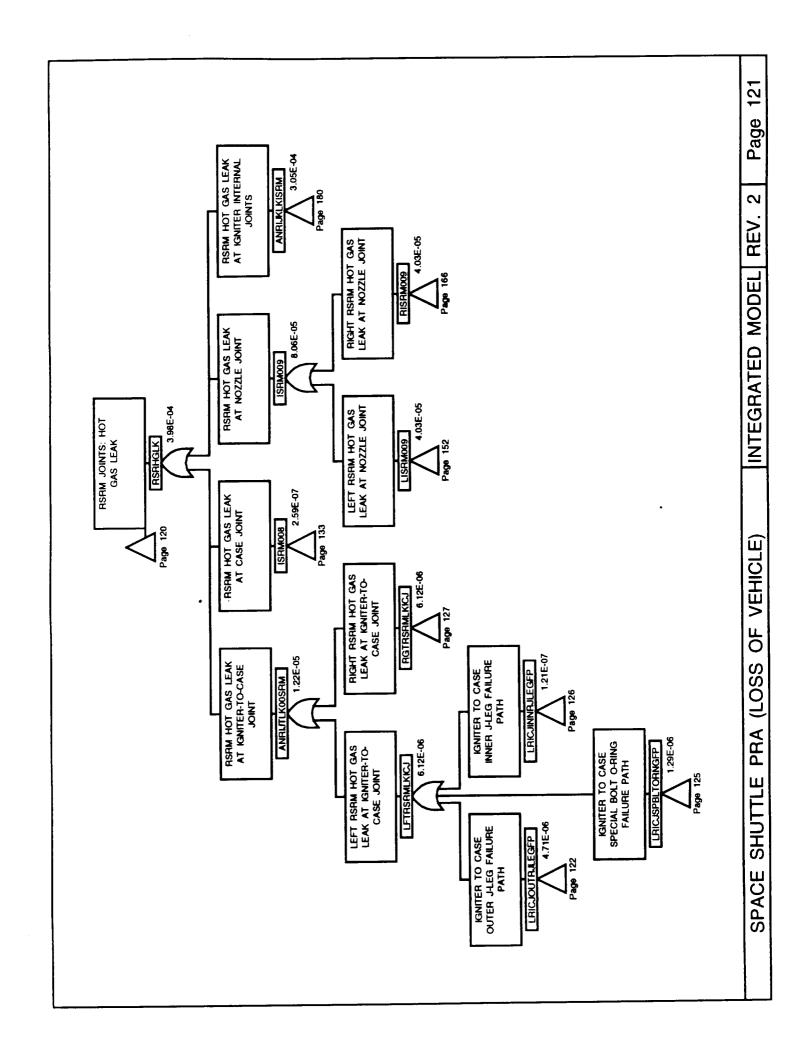












## OF VEHICLE) (LOSS PRA SHUTTLE SPACE

149

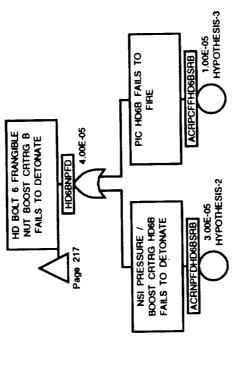
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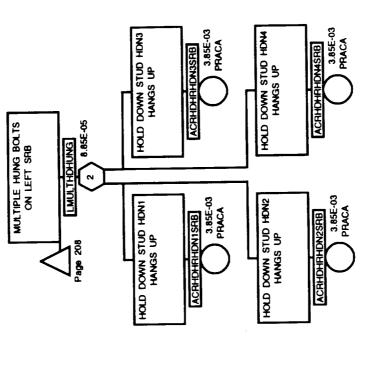
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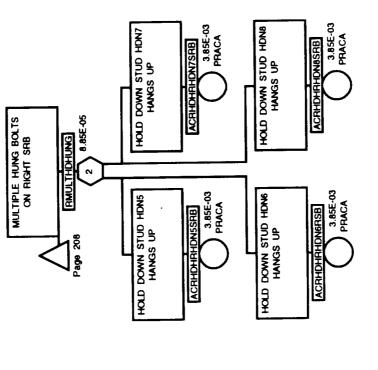
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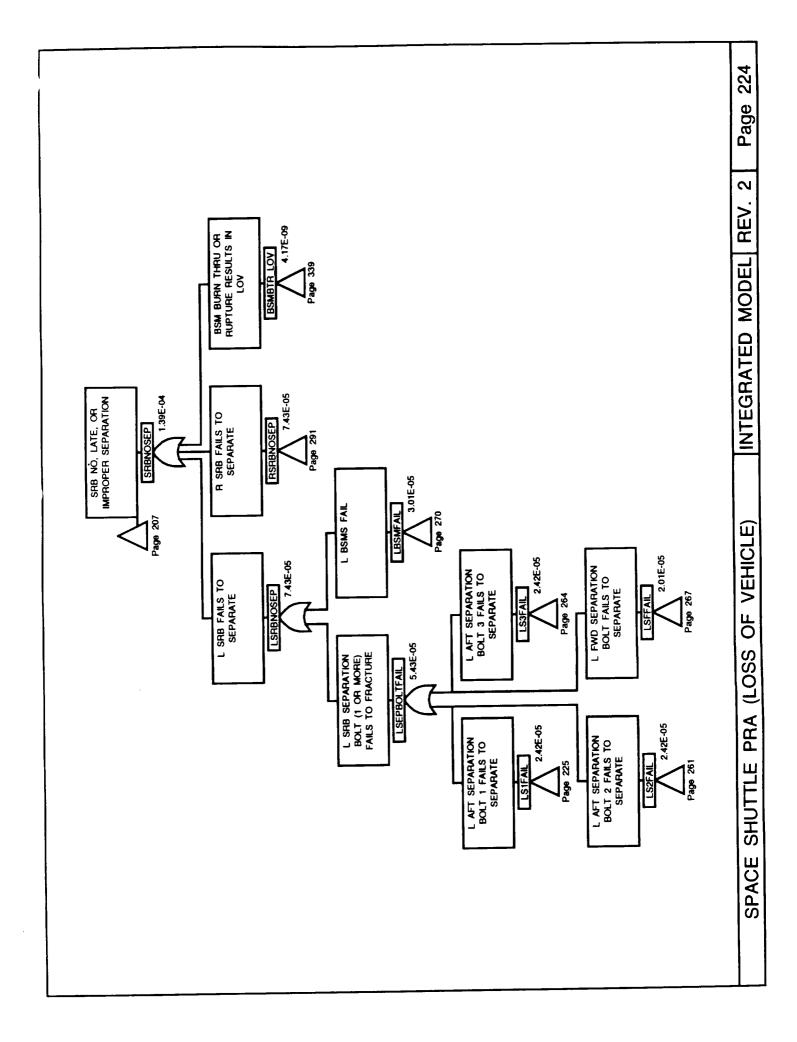
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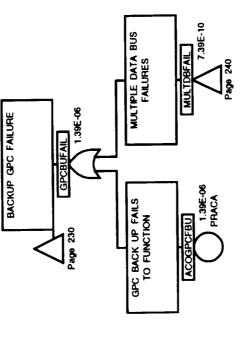


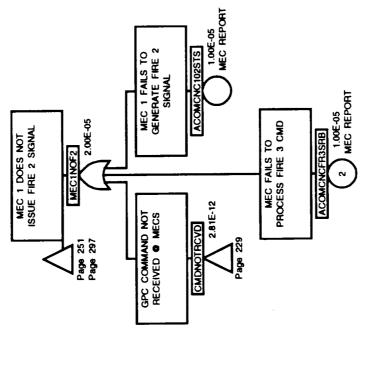


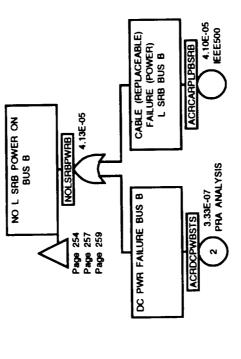


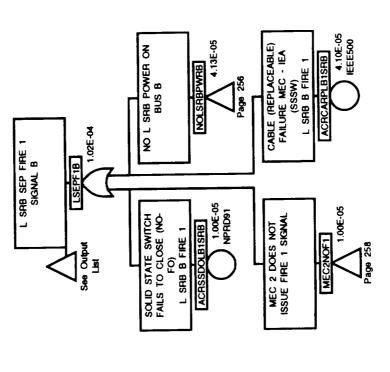


LSEPARMA Outputs: Page 226, Page 262, Page 265, Page 268, Page 272, Page 289



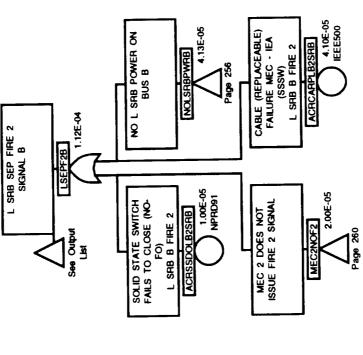


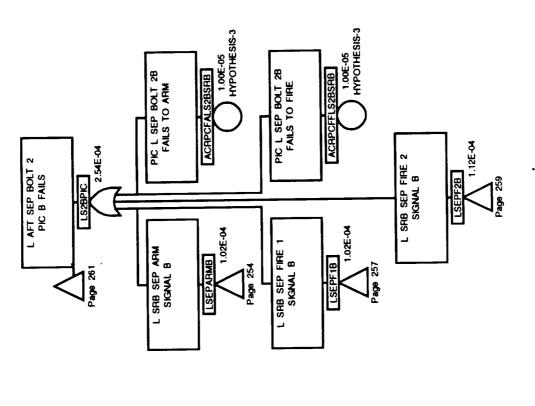


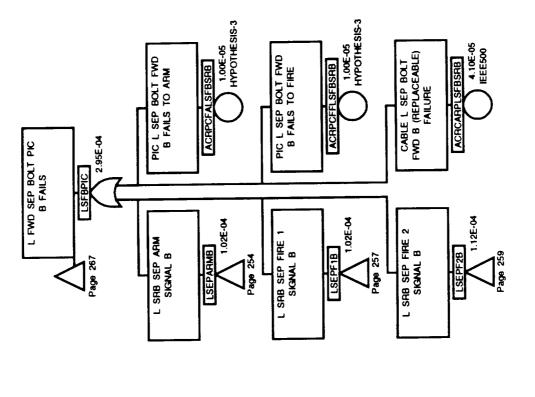


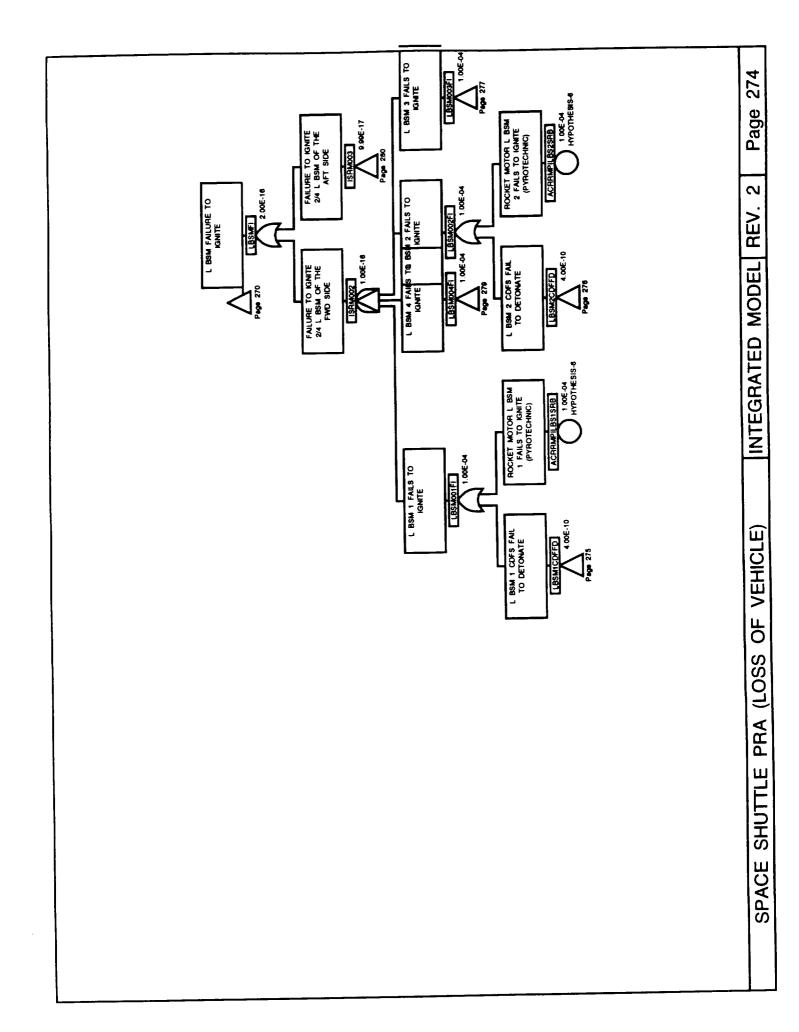
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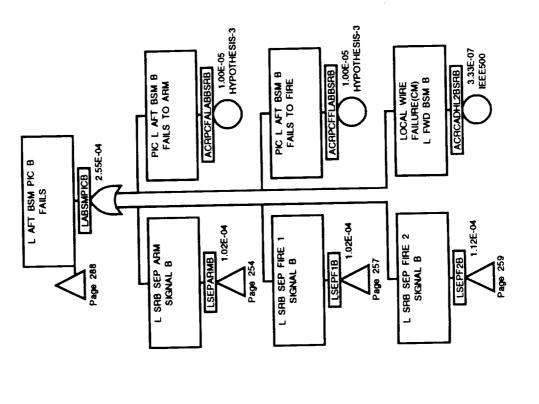
LSEPF2B Outputs: Page 253, Page 263, Page 266, Page 269, Page 273, Page 290

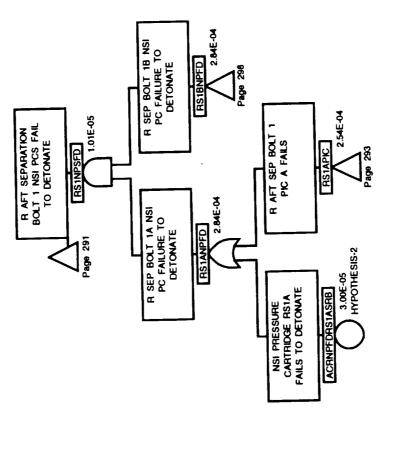




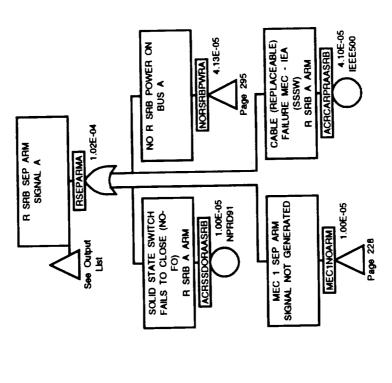


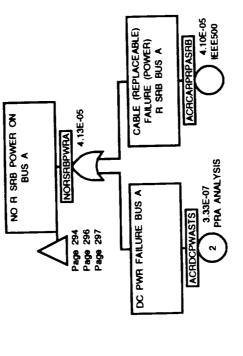


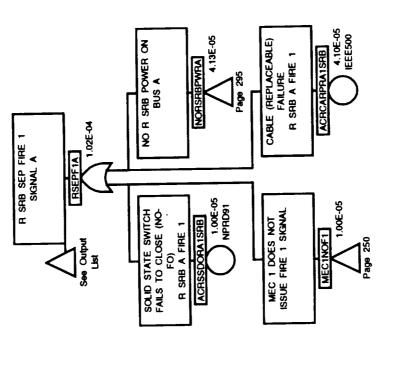




HSEPARMA Outputs: Page 293, Page 306, Page 310, Page 313, Page 317, Page 337

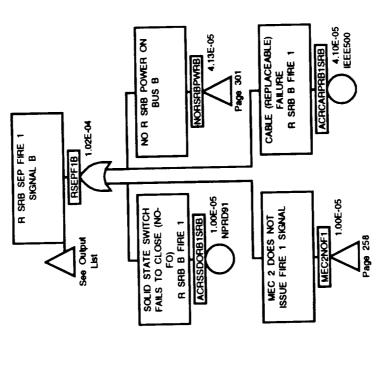




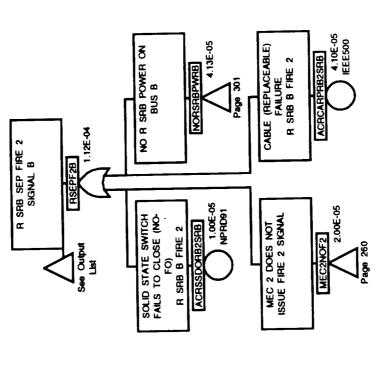


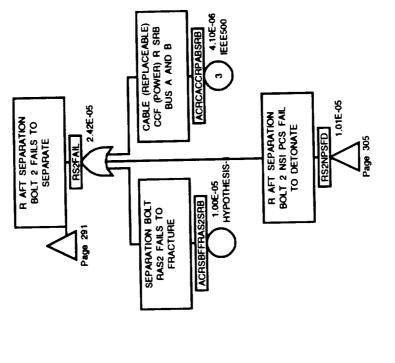
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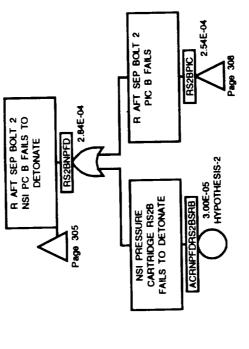
RSEPARMB Outputs: Page 299, Page 308, Page 311, Page 314, Page 319, Page 338

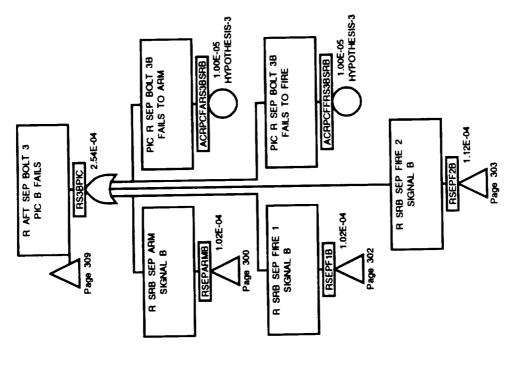


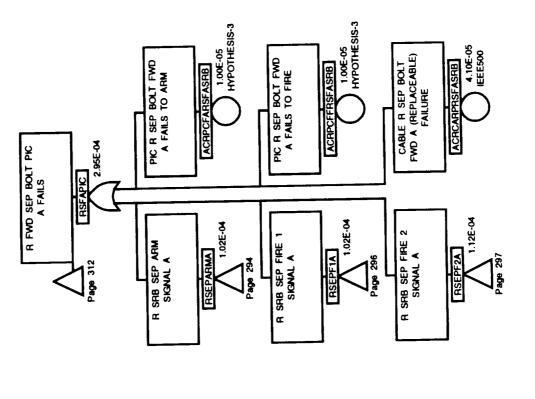
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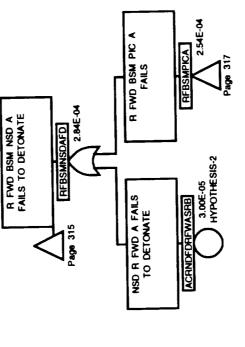


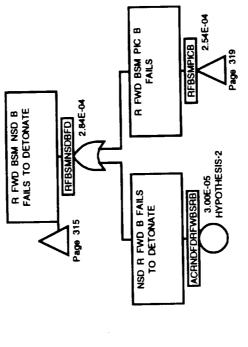
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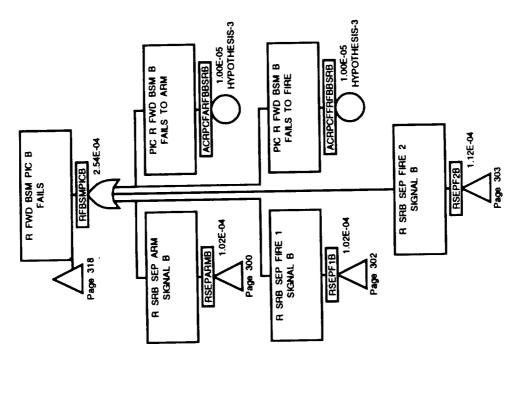
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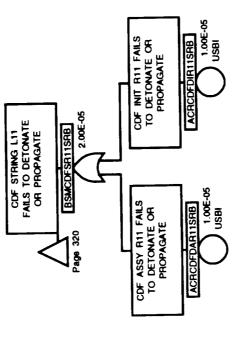
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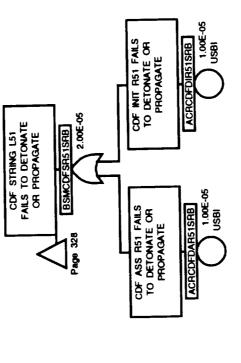
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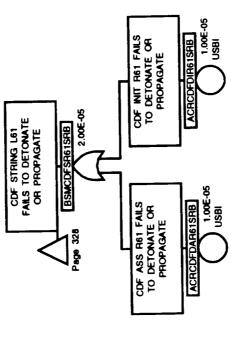


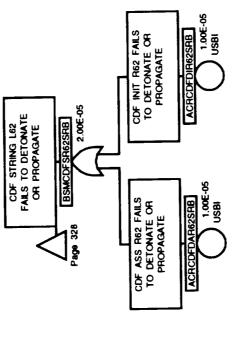


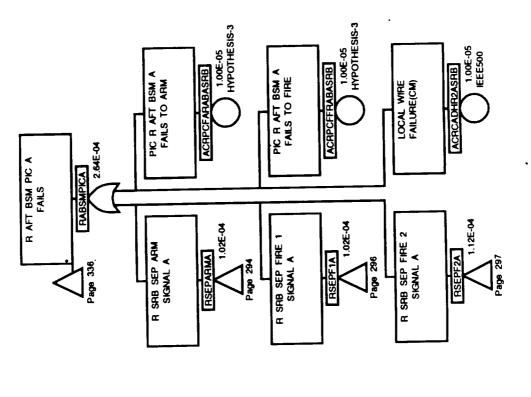






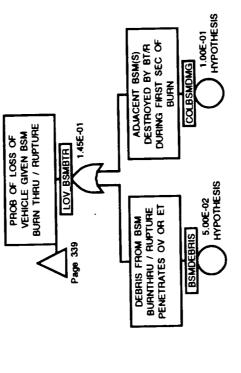




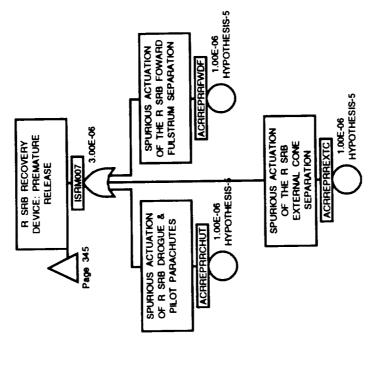


REV. 2 INTEGRATED MODEL

INTEGRATED MODEL REV.

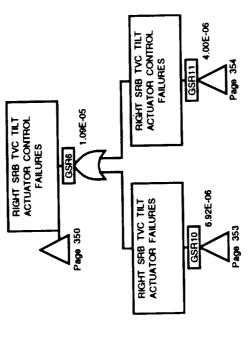


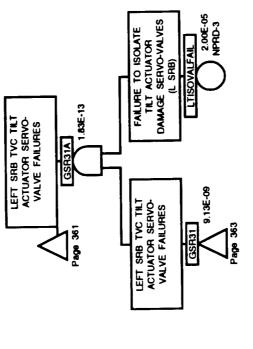
2 REV. INTEGRATED MODEL

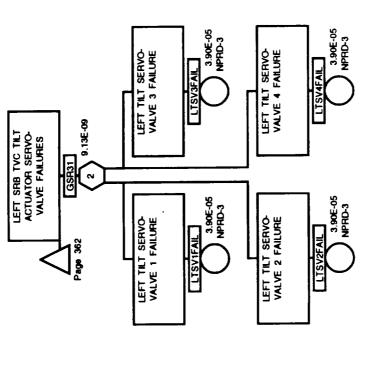


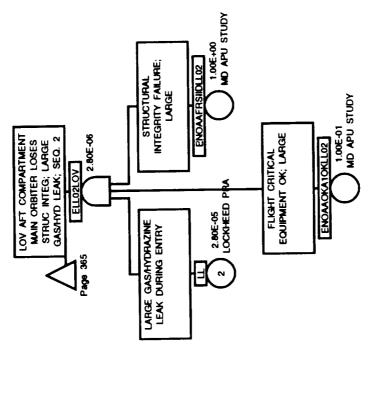
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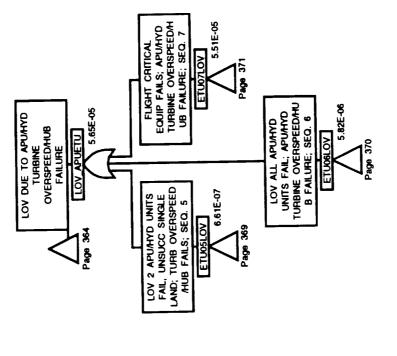
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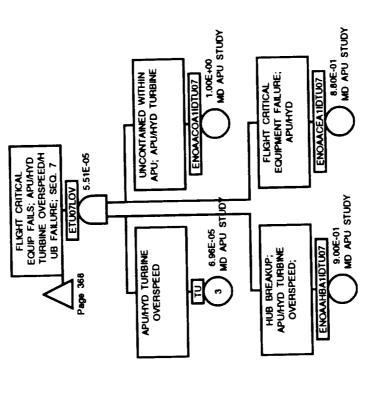


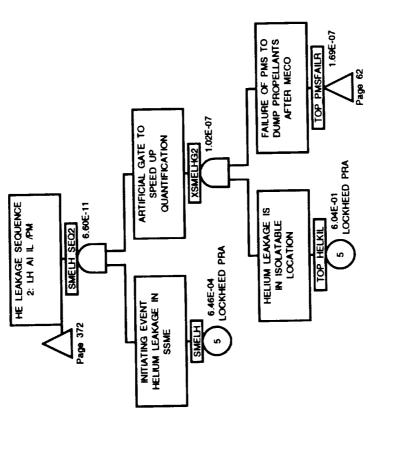












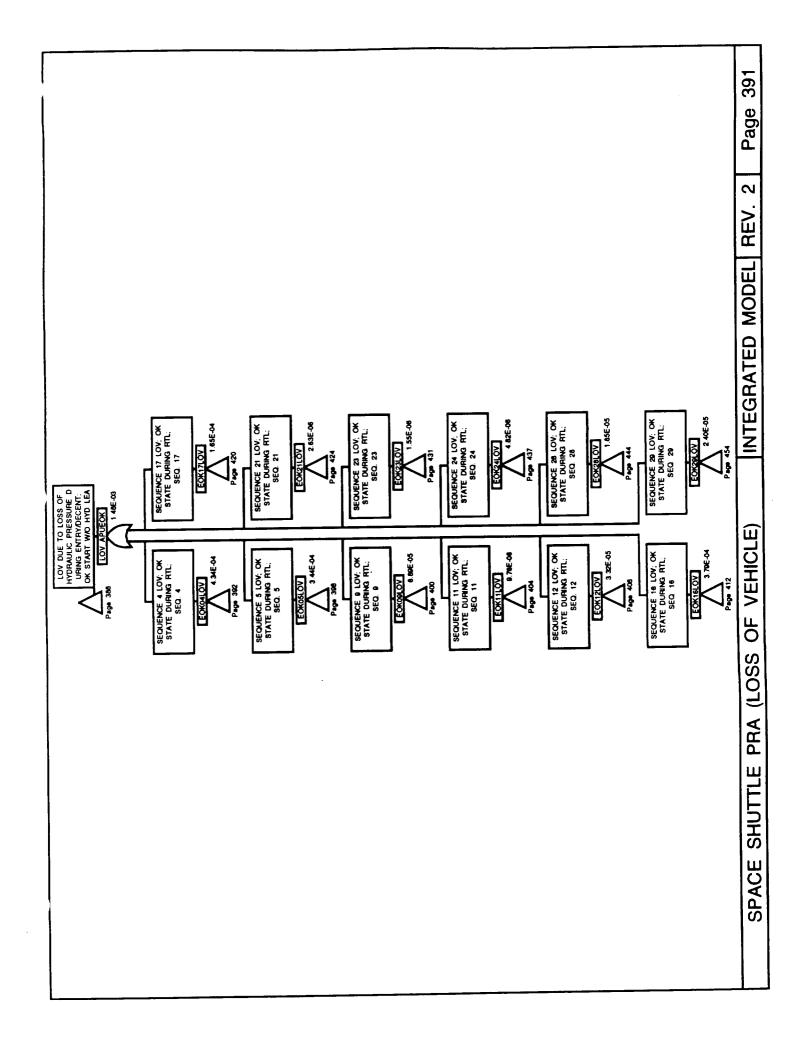
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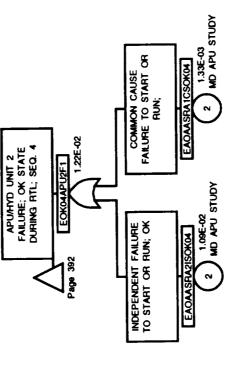
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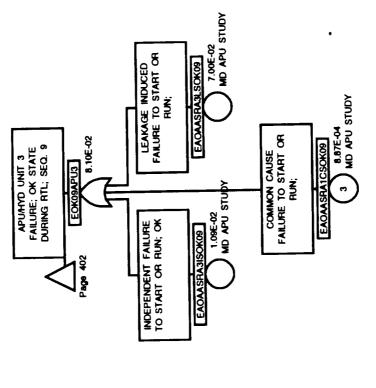
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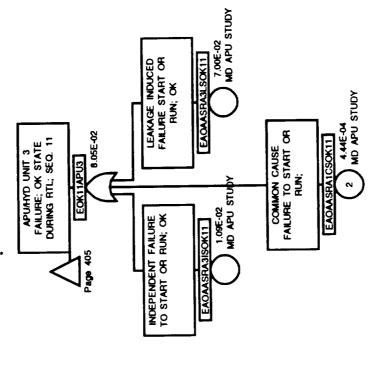
INTEGRATED MODEL REV.

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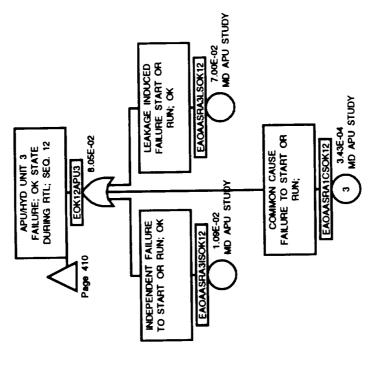


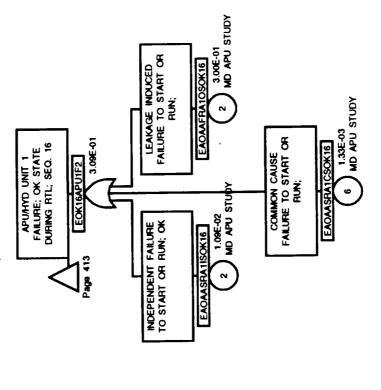


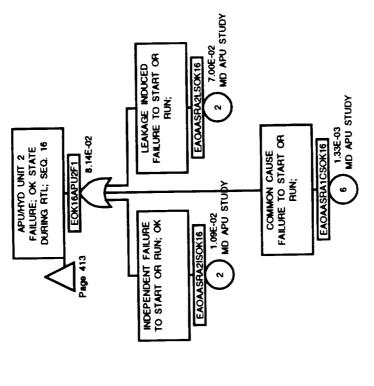


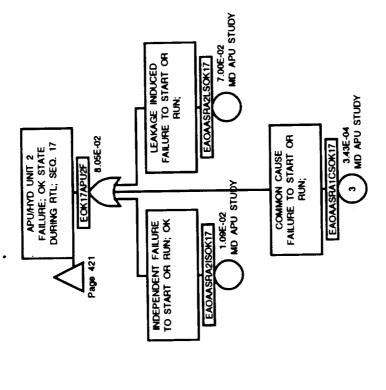
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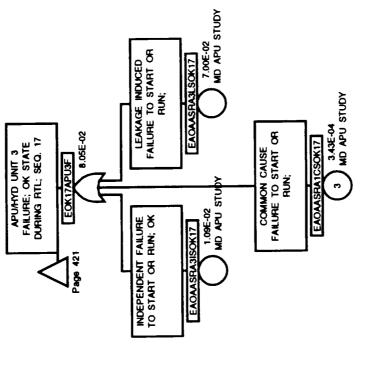
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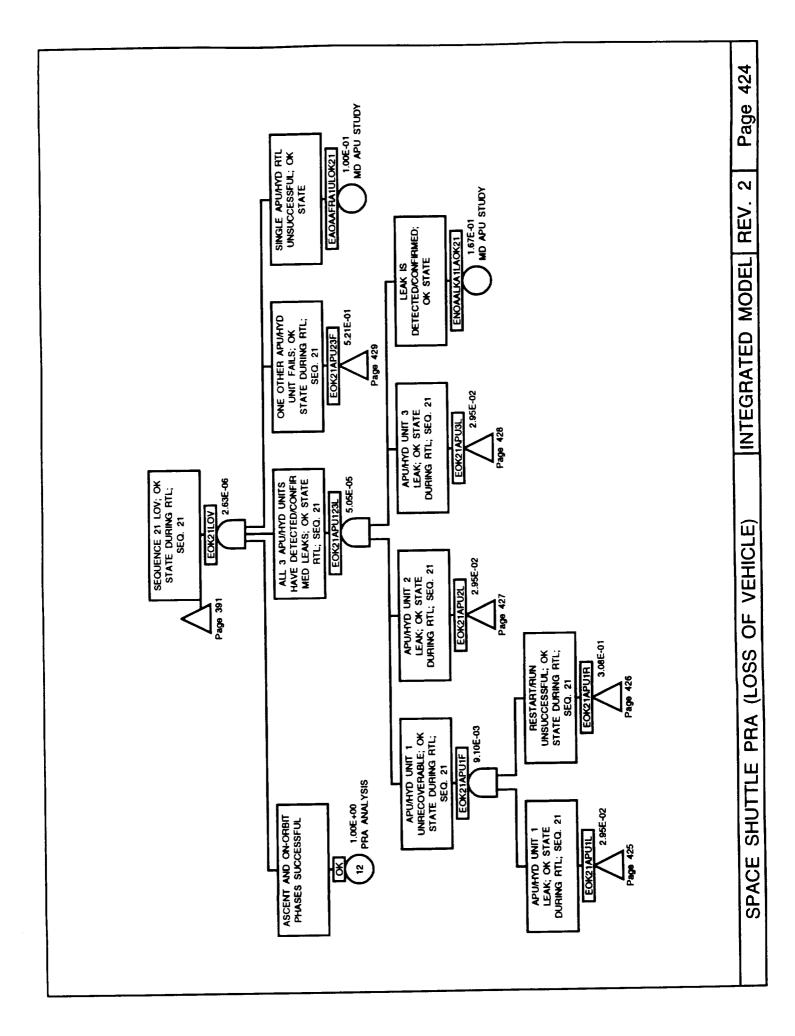








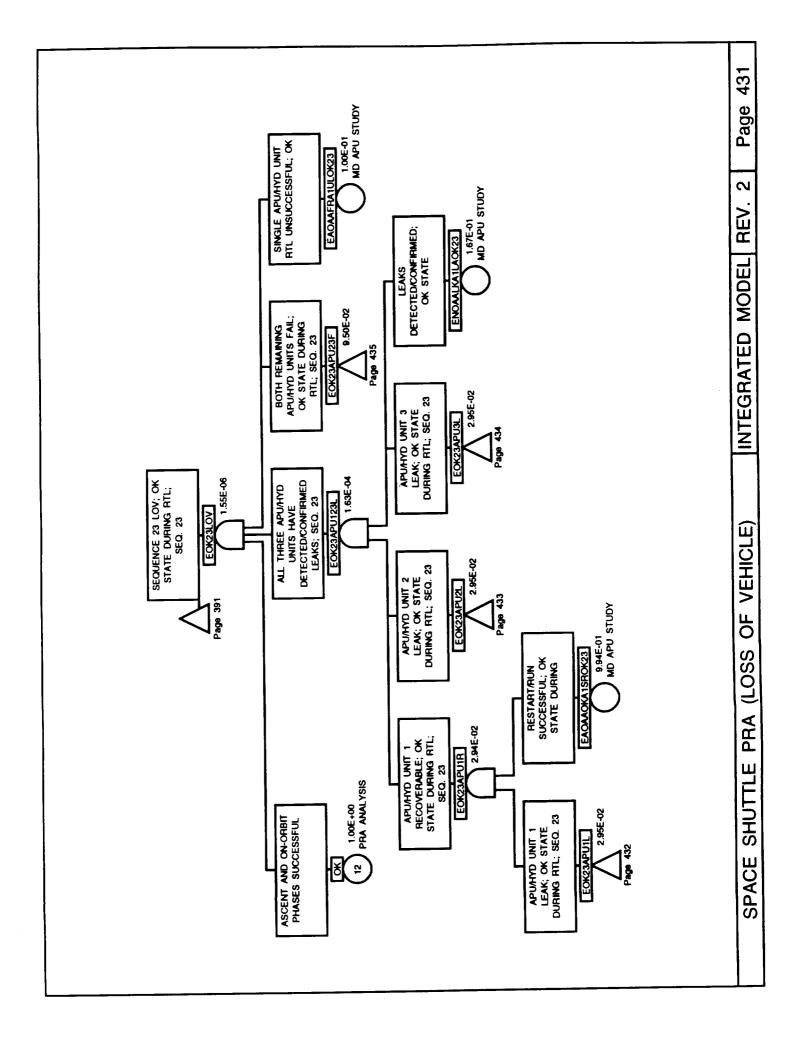


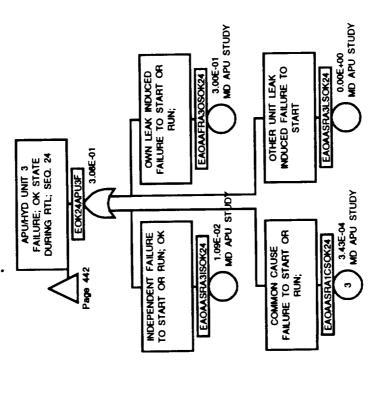


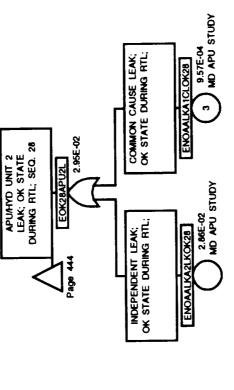
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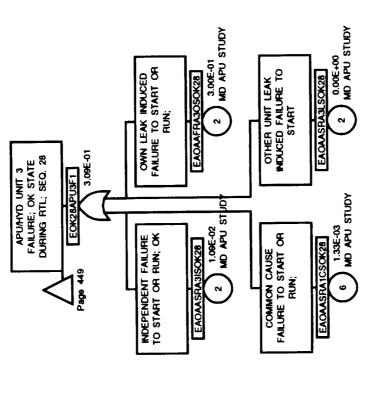
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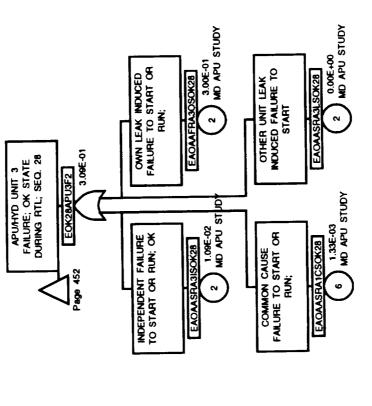
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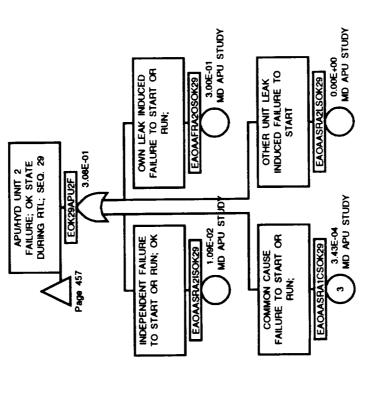


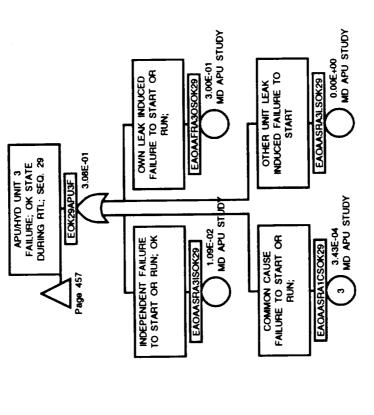




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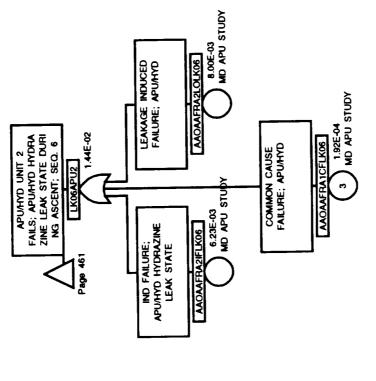


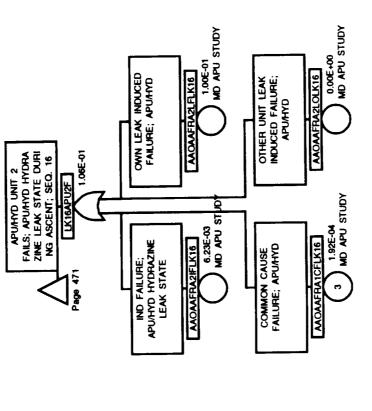
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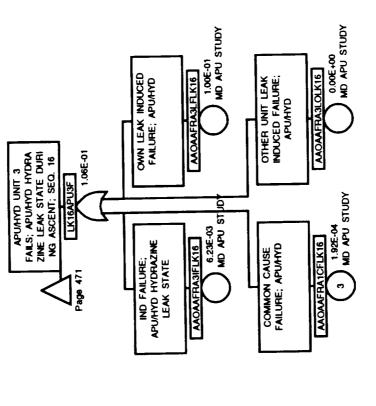
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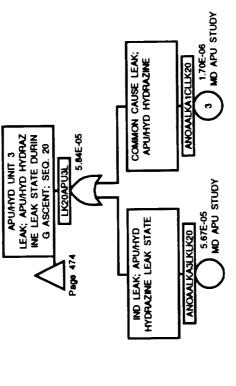
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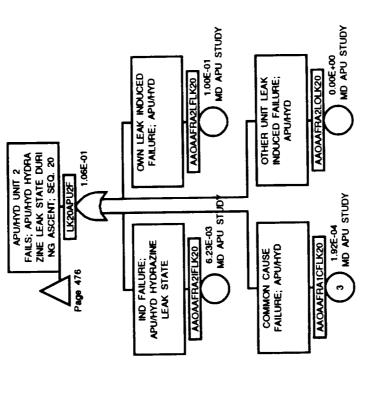
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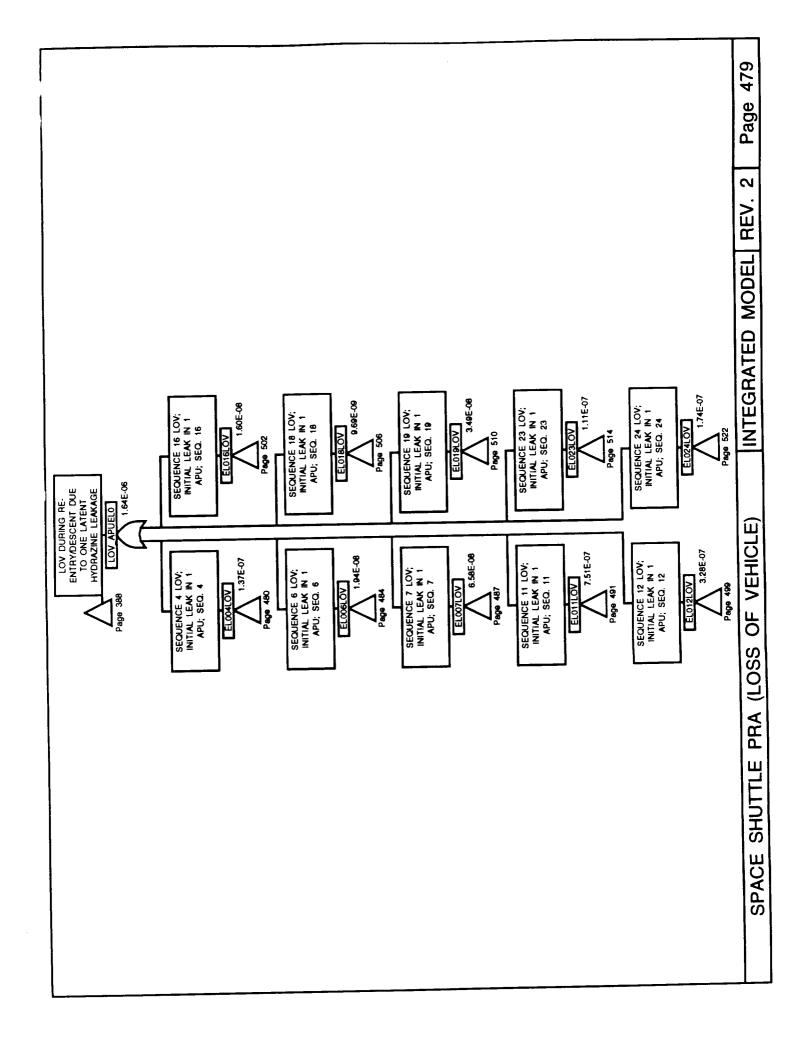


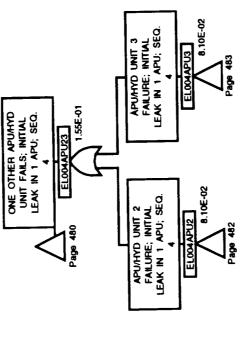


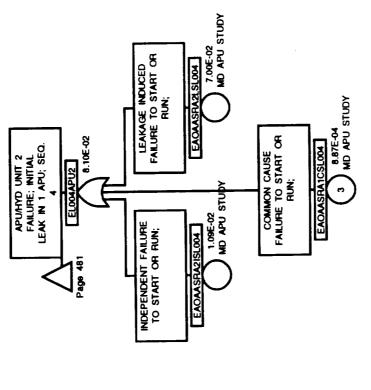


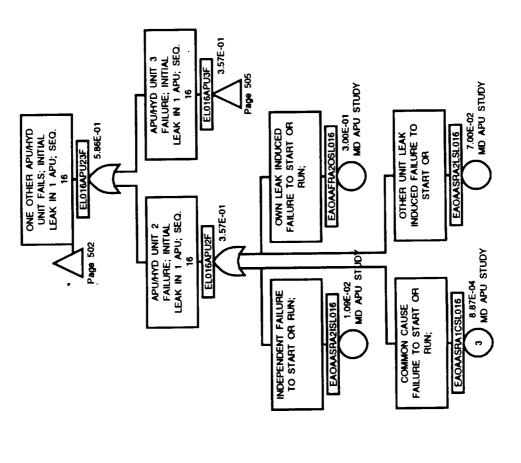


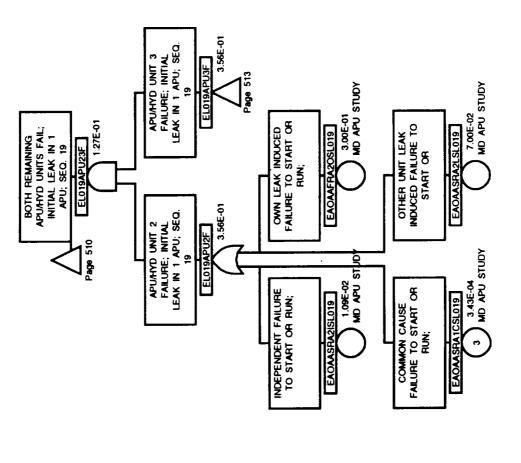


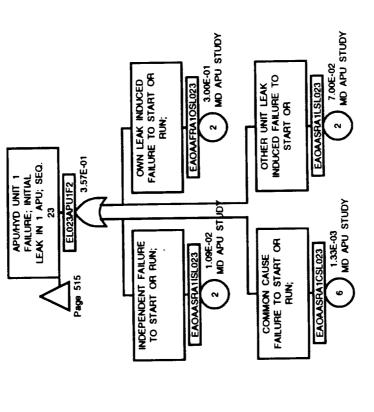


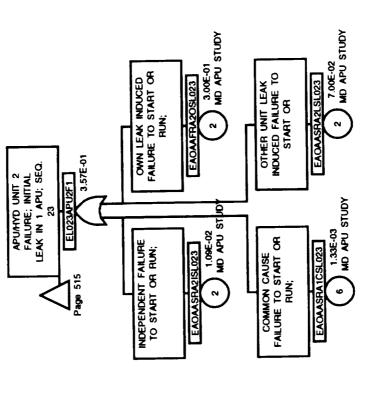


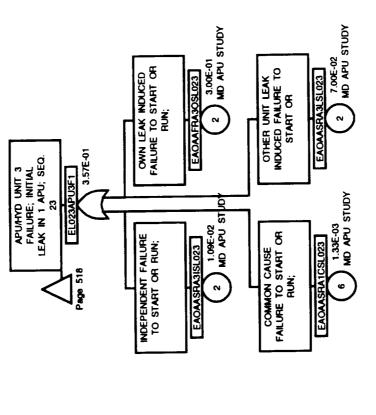


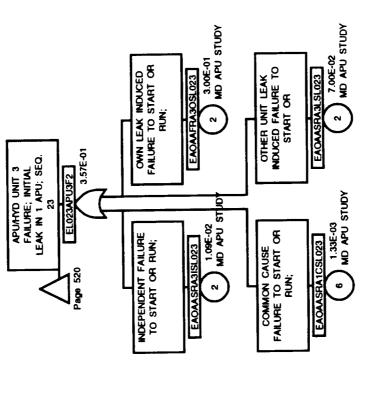


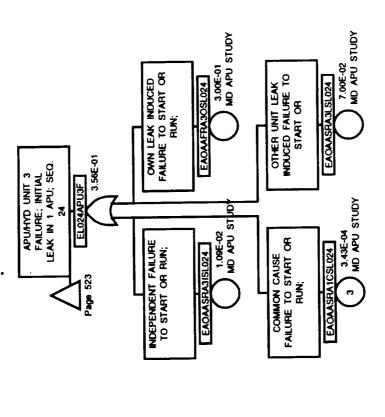


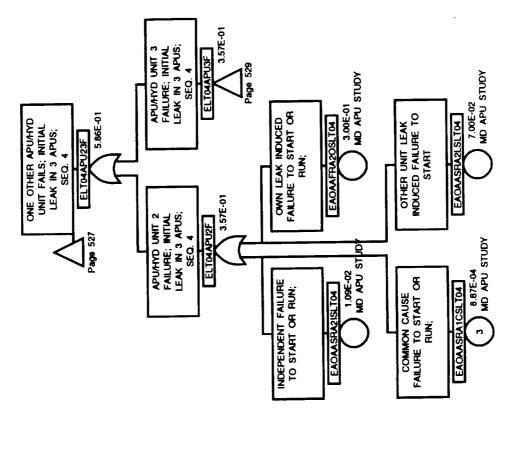


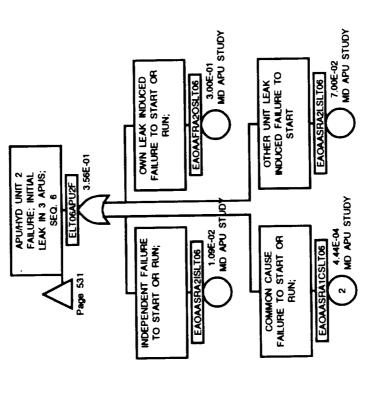


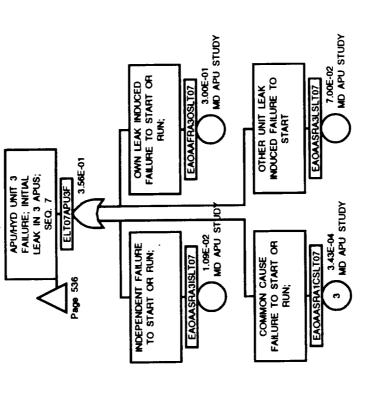


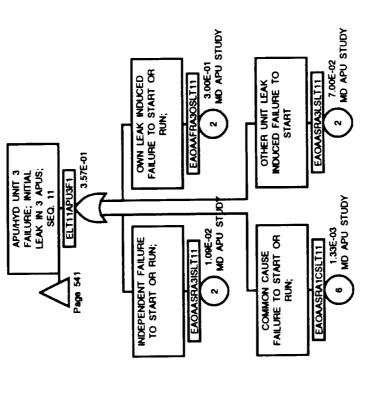


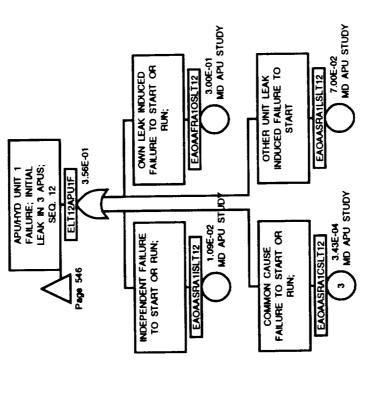


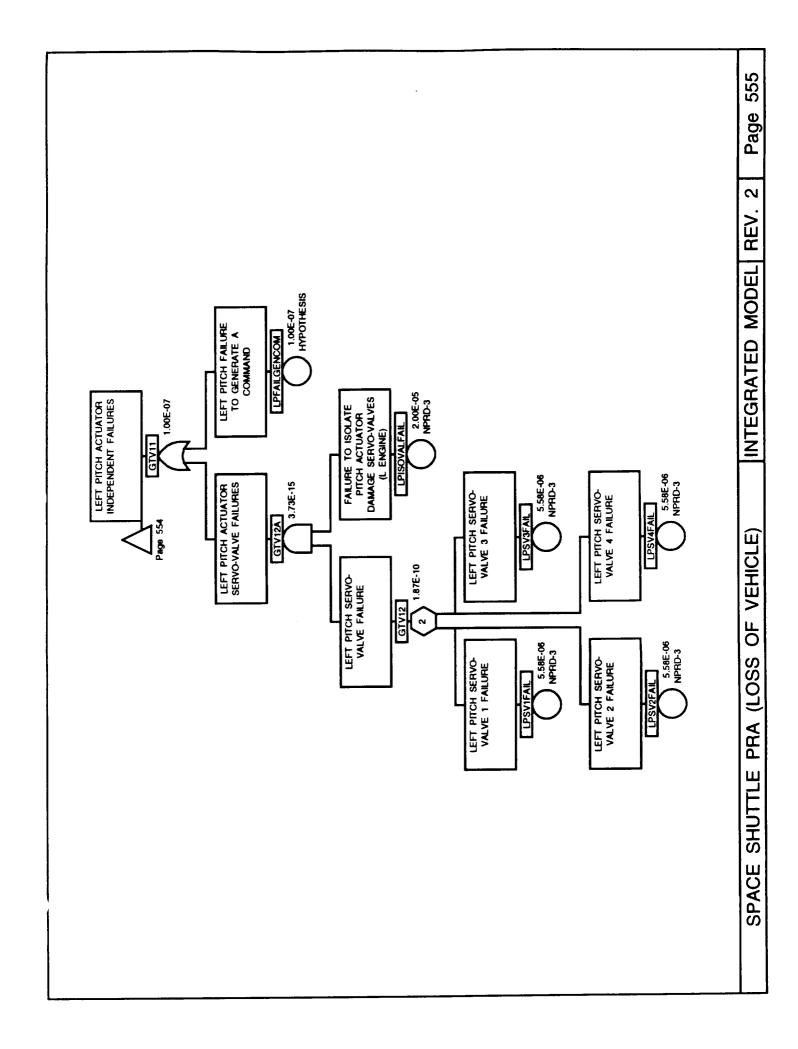












INTEGRATED MODEL REV. 2

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## SPACE SHUTTLE PRA (LOSS OF VEHICLE)

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